NEW YORK, SUNDAY, SEPTEMBER 6, 1885.-TWELVE PAGES.

LATEST NEWS FROM EUROPE. BOLAND'S POLITICAL WRESTLERS WATCHING FOR AN OPENING.

A Split in the Liberal Camp-The Ultimate Spile in the Liberal campaigness in Boubt-glandpoint of the Torica still in Boubt-ge, Gladstone Not Yet Decided to Lend the Campaign-Expulsion of Russians from Germany-Italy Preparing to Occupy Tripoli-The Eastern Question Again.

LONDON, Sept. 5 .- The portentious silence which has recently been maintained by the Beetish leaders of political opinion has at best been broken, but the breach leaves hings pretty much as they were before. The es of the Marquis of Hartington and of Lord Randolph Churchill have expressed cerals sides of Tory opinion, but both sides are still watching the jumping cat, and do not yet which way the animal will turn. In camp. Hartington's attack apon Chamberlain's proposals has created a certain degree of dissatisfaction mong the Radicals, Jesse Collins, who is ather a feeble echo of Chamberlain, has spoken strongly upon socialistic subjects, and has been seafled by denunciations from the Birmingham Daily Post, which usually speaks Chamberlain's opinions. The Tories are making spital out of this business, and declare that the Liberal camp is hopelessly divided. The ltimate result will not hinge so much on either Eartington or Chamberlain as on Gladstone, the campaign all others will take back seats and postpone their quarrels.

Churchill is evidently as much perplexed as he rest regarding the ultimate standpoint of the Torice. His speech at Sheffield last night led more than an hour and a half, and in hese 100 minutes he rather covered emptiness hen expressed an overflow of ideas, his only important point being an avoidance of Harfington's appeal to join the Liberals in resisting Parnell. Churchill is one of the best of modern electioneerers. He evidently believes that Parnell's power will become irresisti-No. Meanwhile in Ireland Parnell is pursuing the even tenor of his way. Several private conbrences have been held with his chief followers, in which a programme has been mapped ent, enabling them to fight the campaign with machine-like discipline and system. His power now seems absolute; but this position of authority has not saved him from difficulties and delicate entanglements, chiefly owing to the number and eagerness of personal am-Mtions. Mr. Parnell will remain in Ireland util after the elections are finished, keeping the threads of the campaign in his own hands. A letter from your correspondent to Mr. Hadstone, asking him if his voice would permit him to lead the Liberals in the coming elecions, elicited a reply this afternoon. The ex-Premier, in a telegram which began with an ession of his best compliments, says that at present he regrets that he is unable to make may definite statement in reply to the query. Mr. Gladstone is still holidaying at his Tory brother's estate in Perthshire, Scotland. The ex-Premier's family are doing everything in their power to prolong his stay at that retreat dreading the effects of renewed olitical excitement upon his health. Mrs Cladstone has repeatedly urged her husband to give up politics, and spend the remainder of his life in scholarly and rural retirement. The eld war horse is at present submissive to his wile's wishes, but as the hoarseness of his voice is reported to be gradually disappearing. he probable that the latter part of October will again see him in the political field, fighting at the head of the Liberals for party supremacy

The chief relaxation that Mr. Gladstone has at his present abode is derived from sebates on political affairs with his Tory Sindstone the necessity of stopping the row beween the Marquis of Hartington and Mr. Joseph Chamberlain, saying that it will split the Liberal party, and that it is imperative that me or the other of the above gentlemen should retire from the campaign. They also suggest that Mr. Gladstone should arbitrate for a settiement of the difficulty between the two wings of the party, but it is doubtful whether either of the leaders will accept a mild course in con-

Telegrams from a gentleman who was remostly sent to Germany to inquire into the alleged wholesale exputsion of Russian subjects fully confirm all previous reports. In a despatch dated at Konigaberg to-day he says that many thousands of persons have been expelled from the towns in the eastern provinces of Prussia. Thousands of Polish and Jewish Russians have been ordered to leave by the lat of October, on the ground that they had not obtained a formal naturalization, although many of those expelled had performed German sufferers are merchants, artisans, workmen. and even musicians, some of whom had been sattled in the country for twenty years. At least 500 persons in Dantzic are at present under notice to depart. At Königsberg the seme harsh state of affairs exists, and the suf-brings likely to be caused by the forced removal of so many people from the comfortable homes which they have by their industry suc-seded in making for themselves excites the homest sympathy. The natives in these cities are indignant at the prospective loss of so many wealth producers, and the Municipal Council of Dantzie has sent a petition to Prince Bismarok setting forth in forcible terms the bjustice and injury which will result from the moreoment of the order of removal, and retuesting that it be rescinded. The sufferers hemselves have thus far appealed in vain to

the provincial authorities for an amelioration of the decree. Your correspondent at Constantinople telegraphs that whether Turkey enters the triple alliance or not, politics in Europe must have mearly turn in the councils of Europe, as the Avairies of the different nationalities in the Balkan States are being stirred into activity by Areacies which may be automatic, but which will not be disavowed when they have done their work. The Turkish hold on Macedonia has grown feebler day by day by these intrigues. which have now reached such proportions that in Albania virtually no Government exists. Bulgarian newspapers, inspired from Moscow are driving Panalavist nails into the dynastic soffin of Prince Alexander I., the titular ruler of Bulgaria, whether they will hold or not. To andage is rife from the Servian to the Grecian frontier. In short, the Eastern question is at the present moment a caldron boiling over, and an untoward incident may force Europe to take a hand in affairs similar to the action of the powers in 1876, when the treaty of Berlin settled the dispute respecting the Balkan States. Therefore Turkey is nervously approbensive lest she shall be shorn of some of hor

Persistent reports reach Paris that Italy is quietly preparing to occupy Tripoli. A Romo desputen published in Le Temps to-day says that there is a great concentration of troops a by various Italian ports, and a gathering of Yessels denorally used as transports. wilder rumor is to the effect that Italy has promised to facilitate the transporting of Germans to Stain or Morocco in the event of war between Germany and Spain. If troops are being concentrated at Italian ports, they are brobably destined to reculoree the Italian garrison a: Massowah, and will be used in the exedition under Gen. Palloux, which it is reported will leave Keren the latter part of this boath, and begin an advance for the relief of

The tension between Spain and Germany is benefiting French trade to the detri-

ots are coming to Paris and are daily increasing in numbers. But many of the orders come to Parisian agents of German firms with in-structions to send the goods from Paris without the German labels. Crowds of Freuch commercial travellers are taking advantage of the strained relations between Spain and Germany and are flocking to Spain to solicit orders for their firms.

Not a single case of Asiatic cholera has been reported throughout Italy to-day. Judging from the reports of the past week the virulence of the disease has been spent in Spain. Your correspondent at Madrid recently went through the cholera districts of Spain, and he complains bitterly of the cowardice of the foreign Consuls and representatives at the different places visited. The majority of them, with the ex-ception of the British and American Consuls, fled from their posts, the French Minister at Madrid setting an early example. It is estimated that 300,000 persons have since the reaking out of the scourge passed the frontiers of Spain or fied to remote seaside towns where odgings are now at a fabulous price.

Considerable excitement prevails in Cairo to-night over the non-appearance of the Bosphore Egyptien. There were unfounded rumors that another seizure of the newspaper had been made. The Frenchmen connected with the paper explain that its stoppage is due to the act of M. Taillandier, the French Chargé d'Affaires, who represented to the editors of the Bosphore Egyptien that it was ininical to the French policy in Egypt, and that it was necessary to stop the boom of the paper's patriotism. It is believed that the real reason why the newspaper did not appear is that the French Government has stopped the sub rosa subsidy, at the request of the Marquis of Salis-bury, and the circulation of the sheet without this aid was not sufficient to pay the expense

of printing.

Mile. Emma Nevada's marriage to Dr. Raymond Palmer, a Birmingham physician and brother-in-law of her present manager, Mr. Carlo Chizzola, has been fixed for Oct 1. The ceremony will be performed at the English church in Paris. Signor Salvini is to be beat man, and Ristori and Gounod have promised

MASSACHUSETTS REPUBLICANS.

Senator Hoar and Gen. Long Open the Can-

BOSTON, Sept. 5 .- The Republican campaign was opened to-day at the first dinner of the season given by the Essex Club at Young's Hotel. It was a povel situation even for the couldn't talk about State affairs, although it is purely a local canvass that is being entered apon. The loss of control of the national Administration was the sole topic in their minds and the only burden of their song. Even the name of Butler, that red shirt that never falls to enrage the Republican bull in Massachusetts, seemed for the time being to have been for-Senator Hoar's gold-bowed spectacle fairly scintillated when, with his voice pitched upon its highest and most rasping key, he paid his compliments to President Cleveland and his Administration. Gov. Long's sugar-coated criticisms were administered with his most engaging aweetness of manner, and it should be noted that he was the only speaker who made allusion, in a casual way, to the fact that a Governor for the Commonwealth is to be chosen in November.

Col. E. H. Haskell presided, and he introduced Mr. Hoar, who first took up some of the criticisms that have been printed concerning Senator Sherman's Ohio speech. "If John Sherman is an antideluvian," he said, "I am preadamite. The Republican party's principles are not to be laid saide because they are old. The newspapers seem to think that nothing is good unless it furnishes sensational information for their columns. However, if they want something new, I will give them two points. First, since March 4, 1885, in fifteen States of the Union no man can be appointed to a Federal office who was guilty of loyalty to the Government during the war; second, Pillsbury having attempted to steal a State, and Mullen having been pardoned for suppressing the bailot, the new Administration has written over the door of the White House: Welcome to any crime or fraud by which the Democratic party profile." Senator Hoar proposed to fight on that platform if he had no more than three associates, "trusting," he said, "in the American heart to ultimately decide for the right." the criticisms that have been printed concern-

ight on that platform if he had no more than three associates, "trusting," he said, "in the American heart to ultimately decide for the right."

Gov. Long, in one of his smilingly-pointed speeches, said soveral things of a great deal of significance. He spoke soiley of national politics, and remarked that during dog days be had looked on with complacency to see the boys who had stolen the machine run it. They began slow, but there are decided indications of an acceleration of speed. "I feel no alarm," he continuest. "President Cleveland has done some things well. I'm glad that he, rather than some who sought the place, obtained it. I praise his notion on Indian affairs, and, with one or two exceptions, few candidates on either side would have been so firm. I am incined to timk he had a fussy notion, which he has mystified with some sinst ophrases concerning offensive partisanship, of vindicating the faith of civil service reformers in his fidelity to their nause, and that he would still be loyal to it if he could, but he can't. If anything is apparent it is that every principle of the spoils system, except so far as the law to a limited extent forbids, is reaffirmed under his administration. What is worse, the reform gets its blackest eve from its Muxwump friends, because the moment they fail to challenge this undermining or to sustain their associate, Mr. Swiff, at Indianapolis, they destroy the public confidence in their own good faith. I do not fear that we are going to the demnation bowwows, but it is because the Republican party has so firmly planted its foundations in the national policy that no other party dares shape or imperit them, or if it dures can live. The change has proved itself unsailed for, and justifies the position of us who attempted to prevent it. It has come to a pass when he publicans cannot meet without being tunned of not daring to refer to Blaine and Lugan unless we shout their names every flew minutes. I am not afraid to refer to them. Great applause, I was not for Mr. Blaine's nomin

Ex-Collector Beard, who expects to be nom-inated for State Treasurer when the Conven-tion meets, and Congressman Stone were the

EVA WRIGHT'S FATAL JUMP.

Locked in a Room, she Tarnwa Herself from a Third-Story Window.

Eva Wright, an orphan 17 years of age,

died in the City Hospital at Newark yesterday from the effects of injuries received in falling or jumping from a third-story window at 122 Walnut street, where she lived with Mrs. William A. Rebinson, Mrs. Robinson playfully liam A. Robinson. Mrs. Robinson playfully locked Eva in the room on Tuesday morning, and a few minutes later heard her say. Mamma, if you don't unlock the door, I will immore out of the window." An instant latershe heard a noise in the yard, and, looking out, saw the girl lying in a heap on the flags. Her skull was fractured and her body badly bruised. The girl lay in an unconscious condition until death came to her relief.

A year ago Mrs. Robinson took Eva from a step mother who ill treated her, and has since regarded her as a daughter.

War Veterans will Support Each Other. A meeting of war veterans of Kings county was held hat night at 427 Fulton street. Major John II. Walker ingithe chair. The object was to form an association for the support of war veterans who may be nominated for office during the couning campaign, regardless of politics. Committees were appointed to perfect the organization in each ward and county town.

No sheigus practice about Carter's Little Liver Pills.

AN ANGRY MOB IN MADRID. ROUSED OFER FRESH GERMAN AG-

The

GRESSIONS IN THE CAROLINES.

The Gorman Embassy Attacked, the Cont of Arms Torn Down and Bragged Through the Streets and Burned-The King Sum-moned Home to a Cabinet Council.

MADRID, Sept. 5 .- A sensation was created here last evening on the receipt of important news from the Caroline Islands. The Spanish war ships reached Yap, one of the Islands, on the 21st ult, and prepared to occupy it in the name of Spain. The Spanish officers were dilatory in landing troops, and on the 24th of the though it was 7 o'clock in the evening, the ferman commander instantly landed a body of narines and sallors and holsted the German made an energetic protest against the action of the German commander, and, on the latter's refusal to recede from the position he had taken, telegraphed to Madrid for instructions. a conflict between the Germans and Spanlards at Yap is feared. On the receipt of the above news the Ministers were immediately summoned to a Cabinet council, and King Alfonso was advised of the strained situation. The excitement over the German occupation

of Yap is intense and the populace are wild with rage. A large crowd gathered in front of the German Embassy, attacked the building, and tore down the coat of arms and dragged 1 through the streets to the Puerta del Bols, where they burned it in front of the offices of the Minister of the Interior amid yells of Down with Germany!" After venting their spleen there the mob proceeded to the French Embassy and cheered frantically. The crowd had by this time grown to considerable properriot, troops were ordered out to clear the streets. The crowd slowly retired before the military. Fifty-six of the leaders of the mob

riot, troops were ordered out to clear the streets. The crowd slowly retired before the military. Fifty-six of the leaders of the mob were arrested before the crowd retired.

The Council of Ministers has adopted a resolution to court martial the Governor of Yap and the commanders of the two Spanish war ships which arrived there on the 21st ult. for neglect of duty, the latter in not immediately garrisoning the island with Spanish soldiers on their arrival there, and the former in not heisting the Spanish flag and proclaiming the suzeranty of Spain over the island. The report that a German squadron had salied for the Caroline Islands is confirmed.

An important meeting of leading Liberals was held to-day at the residence of Señor Sagasta. After discussing the Carolines question it was resolved that the occupation of the island of Yap by a Gorman gunboat should be considered equivalent to a declaration of war; that if a crisis in the Government should occur and the Liberals be called into power they would withdraw Count de Benomar, the Spanish Ambassador at Berlin, and hand Count Solms-Sonnewalde, the German Ambassador at Madrid, his passports. The resolutions also declared that the Liberals would order the Spanish authorities at the Philippines to recover the territory in the Caroline Islands taken possession of by Germany, and, to use force, if necessary, to regain it. The adoption of the above has created a great sensation.

The Government has dismissed from the service by telegraph the commanders of the two Spanish men-of-war stationed at Yap.

A later despatch respecting the German occupation of Yap states that the Governor of that island wished to resist the landing of the Gorman marines and saliers, but that the commander of the Bpanish man-of-war San Quentis, which was the only vessel of that nationality in the harbor at the time, refused to agree with the Governor as to the adoption of the Spanish man-of-war the counting the calier of the Legation in this city from La Granis. He was escerted by a strong

sible."

London, Sept. 5.—The Standard's Madrid correspondent telegraphs that successive editions of the newspapers containing accounts of the German occupation of Yan were eagerly tions of the newspapers containing accounts of the German occupation of Yan were eagerly bought by the people last evening, and that excited groups stood around the lamp posts and doorways of cafés, heatedly discussing the situation. The news aroused a patriotic feeling among all classes, who are intensely angered against Germany for the step she has taken. The greatest irritation prevails in naval and military circles over the affair. The civil guard succeeded in saving fragments of the coat of arms from the bonfire in front of the office of the Minister of the Interior. The German Legation is guarded by cavalry, infantry, and artillery. The German Consul. Baron de Gutschmid, in the absence of Count Solma-Sonnewalde, the German Ambassador, asked Señor Cenovas del Castillo, President of the Council of Ministers, for permission to telegraph to his Government at Berlin respecting the situation of affairs at Madrid. The request was granted, Schor Canovas del Castillo at the same time regret at the mob's conduct.

The Slandard's Berlin correspondent says: "Spain has finally and decidedly declined to submit the Carolines affair to arbitration. Spain argues that the question of Spanish jurisdiction over the Island has been, in fact, too well known to admit of discussion. German Government officials still scout the idea of a war over the dispute."

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Berlin, Bept. 5.—The National Zeilung, commenting on the scenes enacted in Madrid on receipt of the news of the German occupation of Yap, says: "Spain must give Germany the necessary satisfaction for the events of iast evening." The other newspapers are silent in regard to the affair.

The news from Madrid to-day is ridiculed here, and believed to be very much overdrawn in the press despatches.

Paus, Sept. 5.—The ovents in Madrid are causing a sensation in this city, Arbitration for the settlement of the Carcines question is now considered impossible, and the nosition of King Alfonse and his Ministry is regarded as precarious. Leading Spanish residents in this city say that war between Germany and Spain or a revolution is now certain.

Le Fauce and Le Faris says that King Alfonso will be overthrown unless he heads the war party.

Le Paris says editorially that France has no

revolution is now certain.

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Le France should recollect 1870.

M. de Fraycinet, the French Minister of Foreign Affairs, has telegraphed Baron des Michels, the French Ambassador at Madrid, to observe the greatest prudence during the difficulties at Madrid over the Carolines affair.

London, Sept. 5.—The Spanish Government is horrified at the excesses of the mob. The Ministry is determined to risk the loss of office if necessary to prevent a repetition of the outrages. The street in front of the German Embassy is patrolled by cavalry and infantry soldiers, and at each of the corners of the streets adjoining the one in which the German Legation is situated field guns are trained in position to sweep the different avenues of approach should a mob attempt an attack on the building. Count Bolms-Sonneawaldo, the German Minister at Madrid, has protested against the doings of the mob, and the Spanish Government, in raply, sent him a note expressing deep regret at the objectionable events of the past twenty-four hours. The Spanish Minister of Foreign Affairs has also sent a despatch to Count de Benomar, the Spanish Minister of Foreign Affairs has also sent a despatch to Count de Benomar, the Spanish Minister of Foreign Affairs has also sent a despatch to Count de Benomar, the Spanish Minister of Foreign Affairs has also sent a despatch to count de Benomar, the Spanish Minister of Foreign Affairs has also sent a despatch to count de Benomar, the German Embassy, after several attempts at suppression by the press censors, reached the provinces, and the people went wild with enthusiasm. At Barcelona and elsewhere crowds of men marched through the streets singing patriotic and anti-German songs. There were should of end may be a suppression by the press censors reached the own may be a suppression by the press censor of the German descend

BULLIVAN DRUNK AGAIN.

Thrown Ont of a Buggy and Badly Brais
-Beelaring the Ryan Pight Of, BOSTON, Sept. 5 .- The champion is drunk again, and, as is his custom when in that condition, is making himself very disagreeable, and is getting into many scrapes. Sullivan's latest adventure occurred yesterday afternoon when, almost miraculously, he escaped injuries which would have killed a better man. Sullivan came back from Cincinnati on Thursday, with more money than glory. He had no sooner struck the town than his many friends overwhelmed him with congratulations. This is the champion's weak point. He cannot stand up against congratulations. He hired a horse and buggy on Washington street, near Dedham, and started out for a time. He invited his sister's little boy to go with him, and together they raced about the streats of the city in the most reckless fashion during the early part of the afternoon. Those who saw Bullivan and his method of driving expected a

smash up.
At about 5 o'clock the boy said he wanted to go home. So the champion drove up to his mother's house on Parnell street, and left the lad with his grandmother. Bullivan then started back, urging his horse to his utmost speed. The animal is rather a spirited beast, and the driver didn't have to urge him more than once or twice before he was legging i down Lenox street at a terrific gait.

making the corner on two wheels, the others whiszing in the air like pinwheels. Straightening out, the trotter flew down Shawmut avenue, the wheels of the buggy in the car track. The stablemen in W. R. Richardson's stable, Shawmut avenue, saw the runaway go by like a flash. Reaching the corner of Camden street and the avenue sullivan turned the horse to the right. He made too short a turn or else the horse was going too fast, for the buggy, after balancing on two wheels for a second or two, went over with a crash, throwing the drunken prize fighter with torrible force into the street. The horse tried to run with the overturned buggy, but was stopped by the time it got to Washington street.

The stablemen rushed to Sullivan's assistance, expecting to find him with his neck broken. Sullivan lay motionless on the pavement, partially unconscious. Blood was trickling from a cut in the back of his head. One man took him by the shoulders and another by the lags, intending to carry him to the stable, Sullivan suddenly came to and struggled to his feet. The champion and the borse and buggy adjourned to Richardson's stable, where Sullivan took an inventory of himself. He had a cut on his head, a bruised right arm end wrist, a badiy shaken up body, and his new \$20 trousers were torn badly on one leg. The horse was all right and the buggy was but slightly damaged.

Rullivan sent James Welch, better known as "Pop," the man who never wears stockings, to hie mother's house for another pair of leg coverings. When "Pop" returned Sullivan got into them and statted to go out. "Pop" put his hands into the pockets of the discarded pantaloons and pulled out \$150 in bills and \$7 or \$5 in silver, and offored it to Sullivan. The champion looked at the money disdainfully and went off down town without it. "Pop" wrapped the money in a paper and turned it over to Sullivan, so there only in the feel him to do his raining. Sullivan was sround town this morning. He is still drunk and very ugly. making the corner on two wheels, the others whizzing in the air like pinwheels. Straigh

FOUND THE FUGITIVE PATHER, After Many Years his Family Hear that he has Left a Fortune for Them.

Franklin Birdsall disappeared from this city twenty years ago. He went to Peoria, Ill., and from there to San Francisco, where all

trace of him was lost. His family consisted of his wife, a son, and a daughter. They mourned him as dead, and in time his wife married again. Two years ago the State Department was informed by E. L. Baker, the United States Consul at Buenos Ayres, that Birdsall had died the previous year at Ascension, Paraguay, and that he had left a fortune in gold, cattle, and land, which, if not soon claimed by his heirs, if any lived, would revert to the Government of Paraguay. The Consul said that among his papers than twenty years ago, from this city, addressed Dear Father," and signed "your affectionate on Simeon Seaman Birdsall." and "your Mectionate daughter, Anne Eliza Birdsall

The State Department instructed Mr. Howe, despatch agent here, to find the heirs cossible. Mr. Howe went to all the Birdsalls whose names appeared in the directories for several years, and, although a good many claimed to be the heirs, none could substan-

claimed to be the heirs, none could substantiate his claim. The Birdsalls in other cities were then addressed by circular, and pretty soon there was a small regiment of Birdsalls claiming to be the rightful heirs. Not one of the meould prove his claim.

The next step toward discovering Franklin Birdsall's deserted family was a noticeflu one of the newscapers headed "A Fortune Going a Begging." This brought out more Birdsalls, but none of the right ones.

Not long ago a man called at Mr. Howe's coffice, and said that he was Mr. Pettigrew of Dunn's Mercantile Agency, and that his wife Adazstic G. Pettigrew of Cr. Eighth avonue, Newark, was the granddaughter of Franklin Birdsall. He said that her mother. Anne Elizabirdsail, was dead, Mr. Howe investigated and satisfied himself that she was one of the heirs. Living with her was her grandmother, the widow of the dead cattle raiser. The son Simeon Scaman Birdsall, was found in Believue Hospital, carrying medicines to the patients.

Mrs. Birdsall said her husband went to Peo-

vue Hospital, carrying medicines to the patients.

Mrs. Birdsall said her husband went to Peoris to settle a dead brother's estate, and that he dead with the unoney he obtained there to San Francisco. While there he murdered a man in brawl and fled from the country. Not hearing from him afterward, and believing him dead, Mrs. Birdsall married his near friend, Samuellib. Seviler. The latter died, and she again married and was again loft a widow.

Recently the State Department received a portion of the fortune, and, convinced of the identity of the son and the granddaughter of the into ranchman at Ascension, vaid it over to them. Since then persons, who say they are was robbed, have filed claims that tend to complicate the settlement of the case.

KILLED WITH GOOSE SHOT.

An Indiana Parmer who Waited Behind Fonce for his Neighbor and Shot Him. Marco, Ind., Sept. 5 .- The most cold-

blooded murder occurred six miles north of here Thursday that has been known in the history of the county. The facts developed at the Coroner's inquest show that Wesley Mayfield, a young man about 20 years old, dolibering young man of 23. It appears that young Lyton, whose father's farm adjoins Mayfield's, started about 7 o'clock in the morning to drive

Lyton, whose father's farm adjoins Mayfield's, started about 7 o'clock in the morning to drive the cows to pasture. Mayfield saw him driving the cows, and remarked to his folks:

"I am going squirrel manting."

Then he took his double-barrelled Antigun and followed Lyton. It seems that he went down fine line where he knew Lyton would have to return, lay down in a corner of the rail fence, and as Lyton was returning shot him in the left side with goose shot, one shot passing through his heart and others tearing his breast and arm terribly. Lyton fell. Mayfield then placed the muzile of his gan to Lyton's head, blowing off the top of it, and scattering his brains all around. Mayfield then went to Constable Corbin, stating what he had done, and gave himself up, saying that white out hunning he had met Lyton, that Lyton run his hand into his hip pocket and attempted to draw a revolver, saying he would shoot him (Mayfield). Then he fired on Lyton, killing him. But the investigation showed that Lyton had no hip pocket, and nothing was found on the body but a small pocket kinfe and a comb.

Some two months ago Lyton's wheat stacks were burned. The Markield boys were arrested and bound over to court, and trial is now pending. The young fellow who was shot was the main witness against Mayfield, who has often been heard threatening Lyton.

From 300 to 400 people attended the inquest. The constable had to conceal the prisoner last night. He was held for murder in the first degree by the magistrate to-day.

Are the men's \$0.75 suits coats pants, and vests; boys' suits at \$2; bargains in silks, dress goods, wraps &c., only to be found at T Kelly's 10s and 10s West 17th at. second door west of 6th av.—4ds.

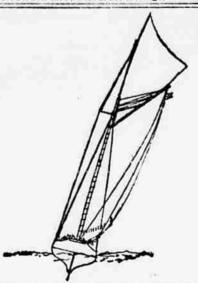
The Greatest of All Bargains

THE FAMOUS AMERICA'S CUP. THE STORY OF THE CONTESTS FOR ITS POSSESSION.

Yankoo Modele Uniformiy Successful Against the Best English and Canadian Yachts-Preparing for To-morrow's Trial-The Puritan and the Genesia Compared-The Puritan Must Allow the Genesia a Few Boconde-The Records of the Two Bonts-Admiring Patriots at the Serew Dock Drilling the Genesia's Crew-The Pro-gramme of the Three Saces-Gossip.

The big, ewer-shaped, solid-silver trophy known as the America's Cup, emblematic of the yachting supremacy of the world, was originally offered by the Royal Yacht Sauadron as a prize to be sailed for by yachts of all nations over the squadron's course around the Isle of Wight. It has been frequently, but erroneously, called the Queen's Cup. How it came to be won by the racht America has been often related, but will bear repetition now, on the eve of what promises to be a memorable duel for its possession.

The famous schooner was built in Williamsburgh by J. R. & G. Steers, from George Steers's designs and model. Mr. Steers also designed the crack sloop Julia (now Mr. Edward M. Brown's schooner Nirvana) and the fast pilot boats Mary Taylor and George Steers. Mr. Steers was the son of an Englishman who had learned shipbuilding at Dartmouth, and he was born in Washington, D. C., in July, 1820. He died thirty-six years later from injuries remived when thrown from his carriage.



The Puritan, close hauled in a whole-sail breeze, ind cating her heeling.

The first international exhibition held in England in 1851 greatly interested Americans. They wondered what contributions would be sent from their country. It was suggested to Commodore John C. Stevens of the New York Yacht Club (then in its sixth year) that, as there would be an unusual collection of yachts at Cowes, the club should send over a reprematch. Commodore Stevens determined to have a typical Yankee yacht built to beat anything affoat, and George Steers was selected as the designer. The America was launched from the yard of the Steers Brothers in March, 1851. Mr. Stevens had agreed to pay \$30,000 for her if she beat the sloop Maria. She failed to do this and was purchased by her five owners, Mesars, J. C. Stevens, Edwin A. Stovens, Hamilton Wilkes, J. Beekman Finley, and George R. Schuyler, The America crossed to Havre in twenty-one days. She was then rigged like the pilot boats of those days, having neither foretopmast nor jibboom. Mr. Steers and his brother James accompanied her. "Old Dick Brown," who recently died in Brooklyn, was her skipper. "Nelse" Comstock was her mate, and she carried a crew of six men, just one-third of the number that will bandle the Genesta tomorrow. Her racing crew, however, was larger.

if her owners thought proper to run the hazard of such an uncertain test. Urged by enthusiastic Americans and at the earnest desire of English friends who were dissatisfied with the lack of spirit manifested by their clubs, Mr. Stevens consented to enter the America for the regatta, taking care to announce that unless there was a good breeze he should not start.

The cup for which this race was to be sailed was the One Hundred Guinea Cup of the Royal Yacht Squadron, but since the race it has been known as the America's Cup. It is elaborately ornamented. It stands full two feet high and weights at least one hundred ounces. Around its broadest part are medallions, variously inscribed. The first inscription is as follows: "One Hundred Guinea Cup, won Aug. 22. 1851, at Cowes, England, by yacht America, at the Royal Yacht Squadron regatta, open to all nations, beating," and then follows the names of all the vesaels which started in the race, of 1851. On the next medallion is engraved "Schoener America, 170 tons, Commodore John C. Stevens; built by George Steers, New York, 1851." On the other spaces are inscriptions recording the results of the races with the schooners Cambris, Livonia, and Countess of Dufferin, and the sloop Atlants.

Nine schooners, including the America, and the sloop Atlants.

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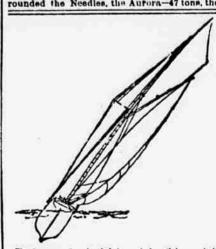
Nine schooners for accomplishing the distance about sixty miles, from Cowes around the Isle of Wight.

A better day for a race could not have been selected. The signal guin to presure for start.

about sixty miles, from Cowes around the Isle of Wight.

A better day for a race could not have been selected. The signal gun to prepare for starting was fired at 9:55 o'clock. The cutters lay in a line ahead and the schooners were about three hundred yards astern. The start, at 10 o'clock, was with a light westerly wind. After the yachts had turned No Man's Land buoy, at about 11:30, the wind freshened to a good sixknot breeze, and continued so for a short time, at the end of which the America's position was two miles to windward of the mearest yacht.

"The wind then died away," says Mr. George R. Schuyler in his account of the race, "and the yachts beat slowly up under Shanklin Chine, with a strong head tide, the America still widening the distance. At 3 o'clock the wind freshened again, and when, at 5:40 P. M., the America, having carried away her jibboom,



The Genesta, close hauled in a whole-sail breeze, indinting her heeling.

cating her heeling.

smallest entry—was, by the best English report of the race, about eight miles astern, and the rest of the squadron were not to be seen. The wind again becoming light and the tide ahead, the America anchored, winner of the cup, at 8:35 P. M.: the Aurora at 8:55 P. M.

"Had there been allowance of time for tonnage, the Aurora, by Ackers's scale, would have been beaten less than two minutes, although at one time eight miles astern, or had the drifting continued an hour or two longer it would have given her the cup—in whick case I have no doubt the America's superiority, instend of being a national triumph, would have been confined to the knowledge of experts only. Mr. Ackers, owner of the Brilliant, sent in a protest the next day against awarding the cup to the America, on the ground that she passed on the wrong side of the Nab Light. Fortunately the sailing directions sent to Commodore Stevens gave no instructions on that head, and the complaint was therefore necessarily dismissed."

Mr. Henry Steers, a nephew of the builder of the America, says in his narrative of the famous race that only one other yacht, the little cutter Aurora, went around the island. The Arrow grounded before she got to St. Catherino's, and all the rest were caught in the tide off that place, and were discouraged and turned back.

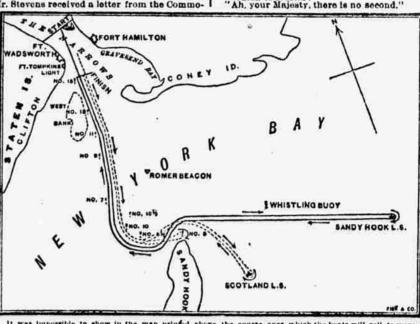
This dialogue is said to have taken place between Queen Victoria and one of her officers as the America returned to the starting point at Cowes Castle:

Her Majesty—Say, Signal Master, are the yachte in sight?

"Yes, may it please your Majesty."

"Yes, may it please your Majesty."
"Which is first?"
"The America."

"The America."
"Which is second?"
"Ah, your Majesty, there is no second."



It was impossible to show in the map printed above the course over which the boats will sail to-morrow, eccause no one can tell where the wind will be. The course is simply twenty miles "to windward" and back, it is likely, however, that the start will be from Sandy Hock lightship, represented at the extreme right of the It is likely, however, that the start will be from Sandy Book lightship, represented at the extreme right of the map, and that the course will be down the Jersey coast. The wind there blows more frequently from the south-west than from any other direction. The windward end of the course will be marked by a raft with a red sing floating over it. The yachts will pass around the raft, keeping their starboard sides toward it.

The second day's course is very plainty depicted by the plain black line in the cut which begins just above the Narrows, at the word "Start," with a cut of a vessel under it, passes down around Buoys to and by and out to the Sandy Book lightship, passing around it from north to south, and then back over the course by which

these two races do not decide the contest, a third will be sailed over a triangular course. The yachts in This race will probably start at the Sandy Hook lightship, but in the event of dirty weather the start may be made from the Scotland lightship. From the place of departure the yachts will sail southeast by east, half east, 183; miles, to and around a raft with a day on it; then the same distance southwest by west to and around

dore of the Royal Yacht Squadron a few weeks before the America was launched, offering the hospitalities of the club to "those members of the New York Yacht Club who, I hear, are building a schooner to bring over to England this summer." Mr. George R. Schuyler, the only one of the original owners of the America now living, says that her owners did not know, at the time her keel was laid, that a cup, to be sailed for at Cowes, open to yachts of all nations, had been offered by the Royal Yacht Squadron.

sailed for at Cowes, open to yachts of all nations, had been offered by the Royal Yacht Squadron.

When the America got to Havre George Steers, her constructor, made some alterations in her stem, after which she left for Cowes. A very dark night and a thick fog caused her to come to anchor about six mines from Cowes. In the morning the cutter Laverock ran down from Cowes to have a brush with the Yankee. Commodore Stevens accommodated the cutter, and beat her handsomely in the windward sail, frightening the Englishmen so badly that when Commodore Stevens ascommodated the cutter, and each more stevens ascommodated the cutter, and commodore Stevens ascommodated the cutter, and each more stevens as the state of the sail "any number" of British schooners be received no responses. He waved the Stars and Stripes again, and challenged anything in England, schooner or cutter. His baddness was unrewarded. As a last resort, he had posted in the club house at Cowes a chalenge to sail the America in a match against any British vessel for any sum from one to ten thousand guineas. Even the temptation of winning American gold failed to awaken the Britons from the toroidity caused by the report of her run with the cutter Laverock. Finally Robert Stephenson offered to match his schooner, the Titanis 1109 tons, against the America for £100, to sail twenty miles to windward and back. The Americans did not regard the Titania as the champlon yacht of the Royal Squadron. They sailed against her with this understanding, and beat her by over an hour. The owners of the America claimed that, having crossed the Atlantic to sail a national match, the English ought to sail a national match, the English ought to sail a national match, the English ought to sail sanct her by over an hour. The owners of the America claimed that, having crossed the Atlantic to sail a national match, the English ought to sail a natio

The America's dimensions when she won the Fret. Inches. 185 0 10 0 122 0 0 12 6 11 3 Length on deck
Length on load water line
Breadth on load water line
Extreme breadth
Depth of his
Extreme draught

It will be seen from the foregoing figures that the proportion of her beam to her length on the load water line is even less than that of the Yankee sloop, of which Mr. J. Beaver-Webb complains, and because of which he says she resembles a cutter.

to describe the second of the cup with any second of the cup that might be determined upon by mutual consent. In case of a discrement at local correct to start.

Webb and the America's Car Committee, which complains, and because of which he says sho resembles a cutter.

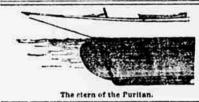
The cowners of the America kept the cup until July 8, 1857, when they conditionally offered it to the New York Yacht Club, with the view of making it a perceival chainence cup. The conditions were that any organized yacht ciab of any foreign country, through anyone or more of its numbers, should always be ontitled to call in the right of sailing a match for the cup with any yacht of not less than 30 or more than 300 tons. The parties desiring to sail for the cup mith unke any match with the yacht club had present an account of the cup that might be determined upon by mutual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed over the usual consent. In case of a discrement as to terms the match should be sailed to via the cup. The possession of the cap that might be determined to give the cap the possession of the cap that the possession of the cap that the possession of the cap the possession of the cap that the cap that the cap that the cap

Cup was made on Aug. 8, 1870, and was witnessed by a big part of the city's population, which turned out on sverything that could float. The Cambria contended against a whole fleet, as the America had done in England, They were the keel schooners Rambler, Dauntless, Fiestwing, Tarolinta, and Alarm, and the centreboards Phantom, Madgle, Slivie, Tidal Wave, Madeleine, Idier, Magic, Palmer, Alice, Halcyon, and Caippso, The old America was also a contestant. She had been sold to an Englishman, who used her as a yacht, At the breaking out of the war she was bought and used as a blockade runner. To avoid capture she had been sunt in the St. Johns River, Florida, She was raised by the Government at the close of the war and sent to Annapolis to be used at the training school for cadets. Popular sentiment caused the Navy Department to have her refitted and



entered for the race. The Cambria was the tenth yacht in at the finish. The Magic won the race, beating the Cambria by 39 minutes 12.7 seconds. The America salled admirably, beating the Cambria by 13 minutes 47.5 seconds. The America salled admirably, beating the Cambria by 13 minutes 47.5 seconds. Then Mr. Ashbury returned to England and had a new yacht, the Livonia, made, and sgain announced his intention of winning the sliver trophy. But he objected to racing against a fleet. He also insisted on having a series of twelve races with an American yacht selected by the New York Yacht Club, claiming that he was entitled to one race for every yacht club he represented, and sending the club twelve certificates of representation to prove it. After a lot of correspondence, somewhat acrimonious, it was agreed that the Livonia should sall a series of seven races in which Mr. Ashbury should represent the Royal Harwich Yacht Club only, and the New York Yacht Club should select only one boat to sail against the Livonia in sach race. Only five races were necessary, and they occurred on Oct. 16, 18, 19, 21, and 23. The Columbia won the first race over the New York Yacht Club course by 27 minutes 4 seconds, and the second, twenty miles, from the lightable paid the return, by 10 minutes 33 seconds, The Livonia won the shird race, over the Cub course, by 25 minutes 27 seconds.

The Canadian yacht Countess of Dufferin nttempted to capture the cub in a series of three races, the best two out of three to win, in August, 1876. The first race was salled on Aug. 10. The second race, on Aug. 12, twenty miles to windward from Sandy Hook and return, resulted in the defeat of the Canadian was beaten over the club course by 40 minutes 59 seconds. The second race, on Aug. 12, twenty miles to windward from Sandy Hook and return, resulted in the defeat of the Canadian by 27 minutes 14 seconds. The old America, with ler owner, Gen. Butler, abeard, went over the course and also beat the Countes handsomely. Another Canadian yacht caught the "m



beat the Canadian by 28 minutes 30% seconds in the first race, and 38 minutes 54 seconds in the second.

The expense attending the protection of the cup under the old deed of gift caused the club to return it to its donor. Mr. George R. Schuyier, on Dec. 15. 1882. It was reaccepted by the club on Feb. 2, under the following conditions:

Any organized yeach club of a foreign country incorporated, patented, or beensed by the Legislature, Admiratly, or other executive department, having for its annual regatta an ocean water course on the sea or on an arm of the sea for one which combines both, practicable for vessels of 390 tons, shall always be entitled, through one or more of its members, to the right of saling a match for this cup with a yacht or other vessel appropeiled by salis only, and constructed in the country to which the challenging club belongs, against any one yacht or vessel as aforesaid constructed in the country of the club holding the cup.

The yacht or vessel in bef not less than 30 nor more than the country of the challenging party.

The challenging party shall give six months notice in writing, naming the day for the proposed race, which day shall not be less than sown months from the date of the notice.

The parties intending to sail for the cup may, by mutual consent, make any arrangement satisfactory to both as to the date, course, time allowage, minuter of the both as to the date, course, time allowage, minuter of both as to the date, course, time allowages, minuter of both as to the date, course, time allowages, minuter of both as to the date, course, time allowages, minuter of both as to the date, course, time allowages, minuter of

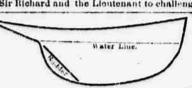
writing, naming the day for the proposed race, which day shall not be less than seven months from the date of the notice.

The parties intending to sail for the cup may, by mutual consent, make any arrangement satisfactory to hold as to the date, course, time allowance, number of trais, rules and sailing regulations, and any and all other conditions of the match, in which case also the six months' notice may be warved the case also the six months' notice may be warved the six months' notice may be warved the six months' notice may be warved the six of the conditions of the conditions of the six of the conditions of the conditions the challenged party not being required to name its representative until the time agreed upon for the start. Accompanying the six months' notice, there must be a Custom House certificate of the measurement, and a statement of the dimensions, ric, and amon of the versal. No vessel which has been defeated in a match for this can can be again selected by any clob for its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time such contest has taken place.

Vessels intendige to compete for this cap must proceed under that the cover bottoms to the part where should the club belong the cup be for any cause dissolved, the cup shall be handed over to any club of the same nationality it may select which comes under the forexoing rules.

It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereofor owners of the vessel which go in a match, and that the condition of keeping it open to be sailed for by yeach clubs of all foreign countries upon the ferma shove laid down shall torever strach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.

The paragraph into the complete



for the cup. An official challenge on behalf of the clabs to which the owners of the two cutters are members was necessary, and Mr. Webb was so informed. This challenge was received on Feb 26, 1885. After considerable correspondence between Mr. Webb and the America's Cup Committee, which consisted of Messrs, Philip Scauyler, J. F. Tams, C. H. Stebbins, Jules A. Montant, and Joseph B. Busk, all the details of the proposed races were sail-factority arranged. The owner

Broadalde view of the Genesta's hull.